COMMITTEE OF THE WHOLE – DECEMBER 11, 2006

SAINT FRANCIS AVENUE AND SAINT CLARE BOULEVARD PROPOSED ALL-WAY STOP CONTROL

Recommendation

The Commissioner of Engineering and Public Works recommends:

That an all-way stop control be installed at the intersection of Saint Francis Avenue and Saint Clare Boulevard.

Economic Impact

The cost to install stop signs and pavement markings will be an initial impact on the 2007 Operating Budget. The on-going costs to maintain the signs and markings would have an impact to future Operating Budgets.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Saint Francis Avenue and Saint Clare Boulevard, in response to direction from Council.

Background - Analysis and Options

At its meeting on September 25, 2006 Council directed:

> **"1. By approving that staff investigate opportunities and options to address the concerns of the residents; and**
>
> **2. By approving that parking prohibition signs be installed within 10 metres of the intersections at Saint Francis Avenue and St. Clare Boulevard."**

Additionally, at its meeting on June 26, 2006 Council directed:

> **"That the City of Vaughan Engineering Department prepare a report to consider stop controls, traffic calming measures on Saint Francis Avenue and parking restrictions to address the deficiency of parking."**

Saint Francis Avenue is a local roadway with a 20.0 metre right-of-way and a statutory 50 km/h speed limit. The street runs east-west from Fossil Hill Road to Via Campanile. Saint Clare Boulevard has a 26.0 metre right-of way, with northbound and southbound lanes of 6.0 metres width each and a raised centre median feature of 3.5 metres width. The raised centre median extends from Rutherford Road to Saint Francis Avenue. The speed limit on Saint Clare Boulevard is a statutory 50 km/h. St. Clare of Assisi Parish is located on the north side of Saint Francis Avenue with access onto the roadway directly opposite Saint Clare Boulevard. The area is shown on Attachment No. 1.

Previously, staff have collected speed and volume data on two sections of Saint Francis Avenue and determined the average speeds range from 36 km/h to 45 km/h, which are comparable to similar feeder type roadways. The collected volumes were also within roadway capacities which should not exceed 8,000 vehicles per day (as per Urban Supplement to the Geometric Design Guide for Canadian Roads).

In accordance with the Council's approved Neighbourhood Traffic Committee Policy and Procedure, the warrant for speed humps was not met. Possible alternative traffic calming measures for this roadway would include the installation of chicanes, mountable centre medians, painted road narrowings, or a combination of these alternatives.

Additionally, staff previously conducted a review of on-street parking on Saint Francis Avenue. There were a minimal number of parked vehicles on Saint Francis Avenue during all time periods observed. Two-way vehicular traffic was not impeded, and at no time were any driveway accesses blocked. New parking prohibitions have been requested as per Council direction of September 25, 2006, and will be installed soon.

The review for an all-way stop control was scheduled for Fall 2006 as turning movement counts are not typically scheduled over the summer months. Staff conducted a turning movement count on Tuesday, November 7, 2006 at the subject intersection during peak travel periods. The traffic count was conducted from 7:00 am to 9:00 am and 4:00 pm to 6:00 pm. The existing stop control is located on Sainte Clare Boulevard. The collected traffic volumes compared to the Provincial Warrant for All-Way Stop Control are as shown below.

- Warrant 1 – Minimum Vehicular Volumes — Warranted 105%
- Warrant 2 – Accident Hazard — Warranted 0%
- Warrant 3 – Sight Restriction — Warranted 0%

For an all-way stop control to be warranted, one or more of the 3 warrants must be satisfied 100% or more. The results of the turning movement counts meet the requirements of the Provincial Warrant for All-Way Stop Control. The above results reflect the highest peak traffic hour at the intersection.

There are no sight distance restrictions noted at this intersection. There were zero reported vehicle collisions in the past year at this intersection.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

This report is consistent with the priorities previously set by Council.

Conclusion

Based on staff's review, it is recommended that a new all-way stop control be installed at the intersection of Saint Francis Avenue and Saint Clare Boulevard.

Attachments

1. Location Map

Report prepared by

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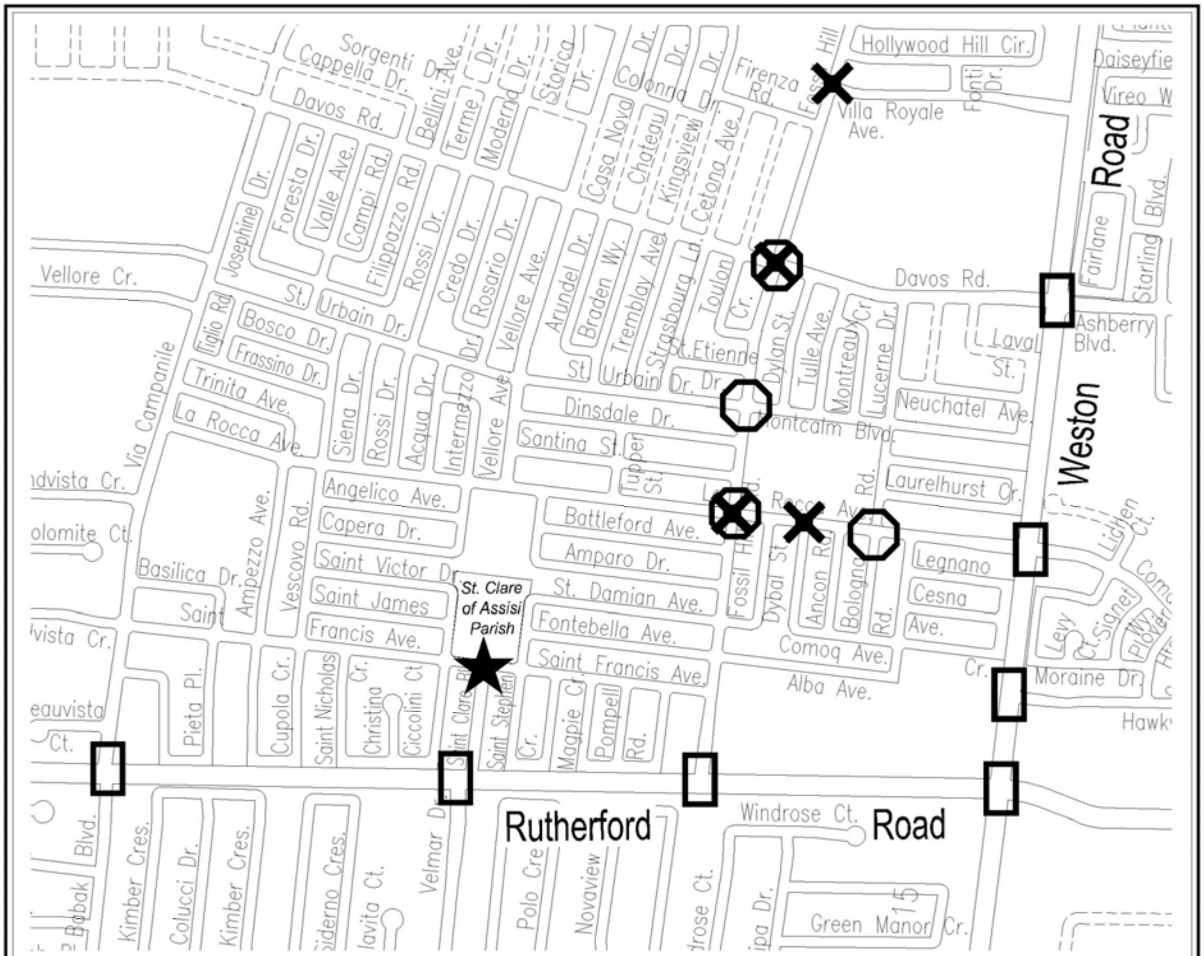
Respectfully submitted,

Bill Robinson, P. Eng.
Commissioner of Engineering and Public Works

Gary Carroll, P. Eng.
Director of Engineering Services

MR:mc

ATTACHMENT No. 1



SAINT FRANCIS AVENUE & SAINT CLARE BOULEVARD
PROPOSED ALL-WAY STOP CONTROL

LEGEND

★ INTERSECTION UNDER REVIEW

▯ EXISTING TRAFFIC SIGNALS

⯃ EXISTING ALL-WAY STOP CONTROL

✖ EXISTING SCHOOL CROSSING GUARD

NOT TO SCALE

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CITY OF VAUGHAN – ENGINEERING DEPARTMENT

DRAFTSPERSON: SMM